

# RESERVIST

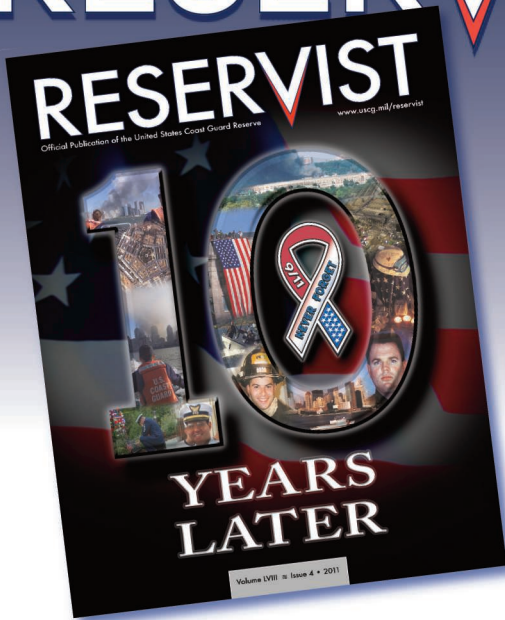
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# YEARS LATER





**On the Cover:**

Remembering those who served, and  
those who made the ultimate sacrifice.

Illustration by Chris Rose

## DEPARTMENTS

LETTERS	2
UP FRONT	4
THE VIEW	6
ON DECK	7
FLEET WATCH	8
SEAMANSHIP	28
BULLETIN BOARD	30
TAPS	33
PARTING SHOTS	36

## LOOKING BACK AT 9/11

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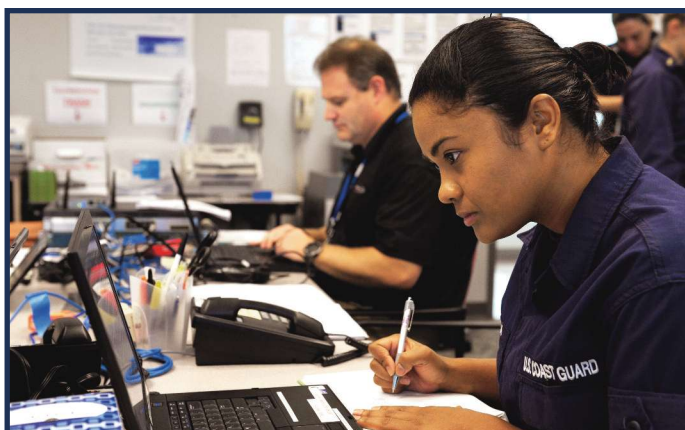






# 14 CALLED TO SERVE

## 24 YRRP EVENT



## 26 SERVICE & SUPPORT

# RESERVIST

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## FROM THE EDITOR



In February, 2001, I took a weekend trip with my younger brother to Manhattan to experience in person the fabled city that we Midwestern kids had only ever seen in movies and on television. I remember climbing the stairs out of the 33rd Street subway for the first time, and being amazed by the giant buildings surrounding us on all sides. My brother and I wasted no time buying tickets for the observation deck at the Empire State Building, and spent at least an hour at the top taking in the expansive New York City skyline.

One of the most prominent, and recognizable sights at the time was the World Trade Center plaza in lower Manhattan, the centerpiece of which were two, nearly identical, white towers that dwarfed surrounding buildings. My brother and I decided that our adventure in the Big Apple would not be complete without a trip to the top of the Twin Towers as well. We did eventually make our way up to the observation deck of the South Tower, and still talk about what an amazing experience it was to stand atop the world, if only for a moment, on that cold winter day.

Seven months later, in a succession of unprecedented attacks, terrorists took down those iconic pillars with civilian jetliners, killing not only the passengers aboard the planes, but also the thousands of people who worked inside the buildings, as well as many of the rescue personnel working to save them. The terror attacks of 9/11 were not limited to New York City, with hijackers also crashing passenger jets into the Pentagon in Washington D.C., and into a field in the Pennsylvania countryside.

While American citizens mourned these horrific attacks, our Nation's first responders leapt into action. 9/11 marked the largest mobilization in Coast Guard Reserve history, with many men and women responding to impacted areas even before they were notified. This issue of *Reservist* takes a look back at the fateful day through the eyes of Guardians who were there when it happened. Our cover story (pg. 16) features several vignettes from reservists who were witnesses or respondents to the events of 9/11. Their personal accounts detail the central role Coast Guard units played in response efforts, and how that tragedy reshaped the Reserve into the first response force it has become today.

Our multimedia feature on BM2 Adrien Cheval is a great example of how today's reservists are working harder than ever to protect our nation from emerging threats. Cheval and his Station Washington counterparts are the Capitol region's frontline responders. Their vigilance and dedication ensures that ports and waterways around Washington, D.C., pose the most difficult targets for potential terrorists. Check out the full story on page 14, and click the link included in the article to watch the video feature online.

***Semper Fi and Semper Par,  
Isaac D. Pacheco***

## Letter of the Month

### Warrior, Writer

When I got a 3-book deal with a major publisher, I was terrified I wouldn't be able to accept it. First time novel advances are generally very low (usually low 5 figures spread across 3 books) and I was working a demanding full time job. Being in the Coast Guard Reserve made it possible to quit my day job and live my dream of being a full time novelist.

The Reserve provides much needed supplementary income and the most important thing for a freelance writer, health insurance. Even better, the Reserve gets me up from my computer and out into the fleet where I can have the sort of experiences that fuel future novels. Writers lead sedentary, unstructured lives. The Reserves makes sure that I have some activity and structure throughout the year.

And when there are slow moments (like when a book is finished and I am waiting for my test-readers to give me feedback, which can take months), I surf MRTT and look for ways I can step up and do a short tour. I'm writing this from TRACEN Cape May, where I'm on 60 days of ADOS as their public affairs officer. I'm still writing my fiction on the evenings and weekends, but I get a whole range of new experiences during the weekday, along with the satisfaction of knowing that I am stepping up to serve my country.

The Coast Guard Reserve makes it possible for me to live my dream of being a full time novelist. Whenever I hear full time artists or freelance writers griping about how tough it is to make it in the arts, my first piece of advice to them is to join the Reserve!

***Lt. j.g. Michael Cole***

### Afloat Training Memories

In a recent copy of *Reservist*, there was an article about a group of young reservists from a Guam unit spending a day at sea aboard a buoy tender (Vol. LVIII, Issue 1). The article brought back memories of the many two-week ACDUTRA cruises that members of our vessel augmentation Reserve unit (ORTAUG-11-83741) made during the time that I was the XO, and later CO. We were based in San Diego, and took those cruises aboard the 255-foot cutters CGC Pontchartrain and Minnesota, as well as the Reserve training ship CGC Tanager, a former Navy Minesweeper.

I don't know if the Coast Guard Reserve still has Organized Reserve Training Augmentation units to train personnel in shipboard trades to supplement the large cutter crews in times of national emergency. If not, it's a shame that we would lose these much needed wartime specialties.

***Cmdr. Lewis S. Hayes, USCGR (Ret.)***

### (Ret.) on Investment

*Reservist* Magazine is spot on! It's 180-degrees out from the boring, photo-less, 4-page black and white publication of the 1970's. I still have a copy of the December 1975 issue because it announced my receipt, along with three others, of the USCG Achievement Medal. *Reservist* is now, without a doubt, head and shoulders above all of the other like publications in the U.S. Armed Forces.



However, I must say that it appears that us USCGR retirees have been left out of the publication. The only thing I see each month in the magazine that even mentions us old timers is TAPS. We are the men and women who have made the USCGR Force what it is today by devoting many years of dedicated service. I strongly suggest that a full page be devoted in each issue to us retirees so that we can tell others about what we are doing, where we are today, and share stories that surely would be of interest to the current USCGR force as well as fellow retirees as well. I have not a doubt that it would be truly appreciated by all of us.

**PSCM Philip T. Williamson II,  
USCGR (Ret.)**



## Uniformly Disagreeable

Like many in the Coast Guard I too was caught flat-footed by the changes implemented by Uniform Board No. 44 (ALCOAST 291/11). I understand and support the need for Coast Guard uniforms, the primary public symbol of our service, to have consistency, and I see the reasoning behind most of the changes outlined. However, I do not understand two of the changes the board implemented.

First is the elimination of the Garrison Cap with the Service Dress Blue uniform. I believe this requirement will unduly encumber travelers, especially when on commercial airlines, who now will need to bring along a bulky Combination Cap in a box or other carrier when they travel.

Second is the elimination of "scrambled eggs" for senior officer ball caps (O-5 and above). This traditional configuration of the ball cap has symbolic and practical reasons for its continuance, namely that it serves to delineate senior officers from junior officers and makes senior officers clearly visible in a sea of Coast Guard ODUs. The elimination also seems to conflict with the overall mandate of this board to bring consistency back to Coast Guard uniforms since scrambled eggs are still used on senior officer Combination Caps. I sincerely hope that the Coast Guard reconsiders implementing these two changes.

**Cmdr. David L. Teska**



After receiving the newest uniform guidance, I again have to worry that inevitably, we have yet another new uniform item that the Exchange (CGEX) will not carry. I have been to many CGEX locations at units around the country and I see plenty of law enforcement tactical gear, USCG teddy bears, non-uniform t-shirts, food of little nutritional value, and overpriced electronics, among other items. What I do not see is what I am frequently looking for at the CGEX, uniform items.

Why is it that the CGEX has no trouble keeping up its stock of novelty items and junk foods but no store can keep a healthy stock of the uniform items we depend upon? I recently needed to wear the SDB for a funeral and could not find a Good Conduct Medal at three different CGEX locations. I was told that "we don't stock medals" by staff at the stores. It seems apparent that CGEX is completely clueless about USCG uniform regulations. I do see plenty of "scrambled eggs" ball caps for units whose personnel are O-4 and below.

If our exchanges are not going to stock the uniform items we depend on them for, all we have is a tax-free convenience store. What can we do to make sure that CGEX sells uniform items that we need? I would like to see better communication between the UDC and CGEX so that we can depend upon exchanges to have the uniform items we need in a pinch. We can buy junk food at any convenience store; we need CGEX to carry commonly purchased uniform items.

**ME1 Rick Schiffer**

## Thanks from a Brother in Arms

I would like to thank the Coast Guard for the fast response and total professionalism shown toward my family following the death of my brother FS1 David G. Babcock. Dave passed away suddenly June 11, after a nine-month battle with cancer. After notifying family members I went through his telephone to check his text messages to make sure nobody was waiting for a return message. What I found were texts from "P.O. Irish". I assumed this was the nickname of a drinking buddy and since nothing seemed urgent I didn't reply. My next steps lead me down a path I never anticipated. I opened Dave's address book only to find that it was full of PO's, Chiefs and Warrants.

I came across a BMCM, and knew this person would help me notify shipmates and get official paperwork started. This is when the emails started flying. SK1 Noel Irish, CWO Tom Kelly, HN1 Joe Sidoti, HSC Randi Ward, MCPO Gail Owens and the BMCM all took time out of their schedules to get Dave's paperwork started and to make sure shipmates knew when the funeral service would be held. It was at this point we decided to have a posthumous retirement ceremony as part of the funeral reception. Plans had already begun for a July 11 retirement so this was a good way to honor Dave's service and his beloved Coast Guard.

CWO Tom Kelly presented a flag that was flown over Coast Guard Air Station Atlantic City to my mother. Official letters of retirement and certificates were read. Remembrances from shipmates were offered, and we all shared a meal and cake in Dave's honor. The Master of Ceremonies for the afternoon was the BMCM who helped me early on in the process and who had served with Dave at CG Station St. Inigoes, MCPO-CGRF Mark H. Allen.

As a member of "The Navy's Oldest and Finest" U.S. Naval Academy Band, I have the privileged to end every concert playing the songs of our armed forces. I find myself beaming with pride knowing that my brother was a member of your ranks. Shipmates of Dave, you truly embody the motto *Semper Paratus!* Thank you all for sharing your love of Dave with our family.

**MUC John F. Babcock, USN**

[Continued on pg. 34]







Director of Reserve and Leadership Rear Adm. David Callahan testifies before the House Armed Services Military Personnel Subcommittee on Capitol Hill, July 27, as MCPO-CGRF Mark Allen looks on. Callahan and other Reserve chiefs discussed potential legislative and policy changes surrounding Reserve components as operational forces.

Photo by Ethan Klosterman



Watch the testimony at <http://vimeo.com/28119425>





# The View



Rear Admiral  
David R. Callahan

Director,  
Reserve & Leadership

**“The Coast  
Guard Reserve  
response to  
9/11 was  
legendary,  
and in the  
finest  
traditions of  
our service.”**

**G**reetings, Shipmates! It is an honor to be aboard. Instead of spending time introducing myself as the new Director of Reserve, I think it appropriate to direct my first “View” towards the focus of this 9/11 10th anniversary issue of *Reservist*. Looking back, we are all reminded of where we were and what we were doing when the tragic events of that day unfolded. As previous generations would forever remember where they were when they heard news of the attack on Pearl Harbor, our generations will always remember the shock and disbelief we felt on 09/11/2001 and how it changed our lives.

We lost three shipmates on 9/11. Working in their civilian jobs as firefighter, police officer and consultant respectively, MK1 Jeffrey Palazzo, PS2 Vincent Danz and Lt. Cmdr. Gilbert Granados paid the ultimate sacrifice while working at the World Trade Center in New York City when the building collapsed. On behalf of a grateful nation and the Coast Guard, we remember our shipmates for their heroic actions and sacrifice. And to their families, we also honor your sacrifice.

The Coast Guard Reserve response to 9/11 was legendary, and in the finest traditions of our service. Then-Secretary of Transportation Norman Mineta authorized a recall of up to 5,000 Coast Guard ready reservists for this contingency. By Sept. 30, 2001, we had more than 3,000 reservists activated and on duty supporting our expanded security mission in our ports and waterways.

Since then our Reserve resources have been fully employed. Port Security Units have maintained an overseas presence supporting the U. S. Central Command in our national defense mission. We have responded to domestic disasters such as Hurricanes Katrina, Rita, Gustav and Ike, as well as flooding in America’s heartland. Just last year we responded to the largest oil spill in U. S. history, mobilizing more than 2,600 reservists for Deepwater Horizon. At the height of the response, Coast Guardsmen from the Reserve component comprised more than sixty percent of the Deepwater Horizon response. Regardless of the contingency, Coast Guard Reservists have answered the call each and every time. I am proud of you!

It is important to remind ourselves that we are like no other Reserve component. The majority of our reservists are assigned and embedded within active units across the Coast Guard, where they train and prepare for mobilization through augmentation. This mainstream placement not only provides increased capacity to the local commands, it keeps our RC members sharp and ready to mobilize and surge when contingencies arise. Make no mistake about it, mobilization and surge is the CG Reserve’s primary purpose and function. The CG has no active component “garrison force” set aside to surge into contingencies. Our active duty force has 24/7 responsibilities and is fully engaged in performing the CG’s day-to-day missions. It is you, members of the Reserve, who enable this vital contingency surge capacity that the citizens of our nation expect from the United States Coast Guard.

We’ve come a long way since 9/11. In terms of readiness, we’ve broadened our focus, and in recent years implemented the Reserve Force Readiness System (RFRS). RFRS was designed specifically for management and oversight of Reserve readiness and training issues. We are also taking a close look at your required competencies, and your training requirements based on the positions to which you are assigned. It all ties into your potential mobilization for another natural or man-made disaster.

Speaking of mobilization, I have directed action to improve our mobilization processes so we can get you there when the operational commander needs you, and make sure you don’t have to worry about your pay and travel entitlements during your recall. I call this area of emphasis “Mobilization Mastery.” Plain and simple, we should be experts at mobilization up and down the chain-of-command.

A lot has changed since 9/11, but our role in the maritime domain is just as relevant today as it was 221 years ago when President George Washington signed an act of the First Congress to create the Revenue Cutter Service, the early foundation of the United States Coast Guard. Today, our nation is facing tough challenges. Despite the obstacles, it is our duty to Americans to make sure we are ready and trained to do the job they expect of us.

We don’t know when the next hurricane, oil spill, earthquake, or other contingency will strike, but we do know the Coast Guard and Coast Guard Reserve remain always ready for the call. I am grateful for your service. Thank you for your dedication and devotion to duty.

Semper Paratus.



# On Deck

It's hard to believe ten years have passed since the deadly attacks on 9/11, which forever changed our lives and our roles as Coast Guard Reservists. Even as the events of 9/11 were unfolding, our new roles as defenders of the homeland began to emerge as air and boat crews launched to assist. Strike teams deployed and reserve members from around the country descended upon New York City and Washington, D.C., to render aid and assistance.

Reflecting back on those events, could any of us have imagined the changes they would bring to the Reserve? Since then we have redefined many of our missions, eleven in all. For example, the ports, waterways and coastal security mission doesn't sound so different from a decade ago, but a closer look reveals it is now under the Office of Counterterrorism & Defense Operations. We now have a Deployable Operations Group, Maritime Security Response Teams and Maritime Safety and Security Teams, to name a few of the many additions to our mission. As we consider how to best serve and protect our nation, our new missions far exceed the old "standard ops" we knew just ten years ago.

In the shadow of the events that precipitated so much change in our world, how have you changed? As the Reserve has evolved, how have we, as individuals, adapted our mindsets from where we were ten years ago? The Coast Guard Reserve has clearly transformed in more ways than by just adding a few new names or missions to its credit. We have evolved our training requirements and expectations. We have developed new roles for leadership and responsibility. We are afforded more opportunities to train and gain expertise than ever before. However, some of us are still operating in our old, pre-9/11 framework when it comes to managing our careers, or the careers of our shipmates. Are we falling back on old habits that lead to stunted growth? In these times of continuous change, we cannot afford to stagnate. We should be seeking out new challenges and opportunities. More importantly, we need to instill this enthusiasm for leadership in others, and help fuel their fire so they will aspire to follow in our footsteps.

I recently had an interesting, if not uncommon, exchange with a chief after he made a comment that went something like, "I'm a Boatswain's mate. It's my job to drive boats. I'm not an admin guy." Perhaps you've heard something similar, or perhaps you've said something similar yourself. As important as your technical skills are, there comes a time when your job becomes taking care of your people, first by making certain they have adequate training and are competent to carry out the mission, then by stepping aside while they assume the technical responsibilities. You may now provide care and guidance from the sidelines while they fulfill their new job—filling your old shoes.

Don't allow change or fear to hinder your ability to lead effectively. To ensure that those following in your footsteps are ready for the call, you need to be training your replacements at every level along the way. It doesn't matter if you are an E-3, an E-9, or even higher; many of us have allowed ourselves to work in a zone of comfort for too long. We find a job we enjoy, we're good at it, and we stick with it. But if we're allowed to stagnate in one place, where is the opportunity for growth and advancement for others? Furthermore, what example are we setting? Where do future leaders come from? You may be surprised at how rewarding the next stage is if you just let go of the old and familiar, and step towards that new challenge in your career. Change can be frightening, but how better to set the example for others than to step up to the next level?

Yes, in the post 9/11, high-tech world, much has changed. We no longer work within a small, confined area of operation. Where deployments were once uncommon, they've become the expected norm. Because so much of what we now do is interconnected, it is incumbent upon us to maintain a more global vision as leaders. We need to foster a culture where personal and professional growth are both encouraged and expected. We should create an environment where members actually aspire to positions of leadership, and where taking care of others continues to be a proud and honorable practice. We are obliged to ensure that those who will soon replace us are expertly prepared to take the helm. These are the "new-normal" times, where people no longer simply accept, but expect to take on roles of greater responsibility as they advance in their careers.

We urgently need people who willingly offer more of themselves, instill this desire to achieve in others, and gladly help others grow into their shoes. Your job now includes setting the example, managing change and helping others to achieve, even if it sometimes means being the admin guy.



Master Chief  
Carrie Winningham

Reserve Command  
Master Chief  
13th District

**"You may be surprised at how rewarding the next stage is if you will just let go of the old and familiar, and step towards that new challenge in your career."**





# Fleet Watch



## Reservists Provide HAZMAT Lifeline

When most people think of the Coast Guard, they think of search and rescue, drug interdiction and guarding the coastal waters of the U.S.; however, the Coast Guard has an active program in Iraq and Afghanistan to help the Army transport hazardous materials safely via sea.

The Redeployment Assistance and Inspection Detachment, part of the Patrol Forces Southwest Asia, assists soldiers with container inspections at Camp Nathan Smith, Afghanistan, and advises them on how to properly secure and document HAZMAT stored inside.

"We realize that soldiers have other jobs while they're here besides shipping HAZMAT," said Coast Guard Petty Officer 1st Class Stephen DeMorat, a member of the RAID team. "It takes a lot of the load off their shoulders for us to come in and say 'this is how you do it.'"

If hazardous cargo is not stored in a sturdy container, it could collapse under the weight of others stacked on top of it, with a possibly deadly outcome.

"They have a long way to go, so we try and make sure that the containers are structurally sound and that the HAZMAT is segregated properly in accordance with the International Maritime Dangerous Goods Code," said Coast Guard Petty Officer 1st Class Alfred Jurison, a member of the RAID team.

The proper segregation of HAZMAT items is important because if the packaging was to break open and the HAZMAT spilled together, it could lead to an emergency onboard the ship. For instance, if

OS1 Stephen DeMorat of RAID Team, Patrol Forces Southwest Asia, attached to the 831st Deployment and Distribution Support Battalion, inspects shipping documents for containers that transported hazardous material at Camp Nathan Smith, Afghanistan, July 5. There are 27 Coast Guardsmen in RAID Teams around the world helping the U.S. Army transport hazardous materials inside containers that travel via sea to the U.S. from deployed environments.



lithium batteries become submerged in water, they could explode, causing a fire in a container, which could spread to others.

The RAID team, attached to the 831st Deployment and Distribution Support Battalion, based at Kandahar Airfield, Afghanistan, takes HAZMAT segregation seriously.

"It's like accidentally mixing chemicals that you may find in your home," said DeMorat. "Alone they are harmless, but once mixed together they could be dangerous."

The containers not only travel by sea, but also by road, something the RAID teams keep in mind when they are helping the Army secure their HAZMAT.

"They're going from [Afghanistan], put on a boat, and brought to America somewhere, and that same container is going to be on the back of an 18-wheeler," said DeMorat. "If that container's not structurally sound or there's something wrong with the key elements of it, it could mean a civilian U.S. death that could have been prevented."

The contrast of what could go wrong, as compared to what should go right, weighs heavily on the Coast Guardsmen of the RAID teams. Deployed soldiers experience this regularly when they don their personal protective equipment to go outside the wire; it's all about minimizing risk.

All RAID team members undergo intensive container inspection training where they see photos of how a single container collapse at the bottom of a stack can cause millions of dollars worth of damage. The goal of their training is to mitigate these types of risks.

The Coast Guard has a rigorous screening process to fill spots in the various RAID teams around the world. They look for people with a certain type of attitude—a person that can go the extra mile, and do more with less.

"I've had jobs where I knew what I was doing was significant in the big picture, but I feel more involved with this one; it's a reason to get up in the morning when you feel like you're doing something important," said DeMorat.

*Story and photos by  
Army SSgt. Bernardo Fuller*

(Left) BM1 Alfred Jurison and OS1 DeMorat inspect a HAZMAT container for seaworthiness at Camp Nathan Smith, Afghanistan, July 5. A leak from even a small hole in a container can allow rainwater to seep inside, destroying critical equipment.

## Moving Memorial



Coast Guard Reservists (left to right) CWO2 Darrin Kimsey, BMC Paul Zarbock, ME1 William Poirier and ME2 Dwight Arrowood attended the Vietnam Moving Wall at Chicago's Navy Pier, honoring the 25th Anniversary of the Welcome Home Parade for Chicago-area Vietnam veterans, June 19.

Photo courtesy of CWO2 Darrin Kimsey







ME3 John Hoyt leads Everett, Wash., based Port Security Unit (PSU) 313 members through Seattle-Tacoma International Airport to their families who were waiting inside the terminal Aug. 13. Hoyt's twin daughters, who he had never seen, were born while PSU 313 was on an extended deployment to the Middle East.

## Welcome Home PSU 313

Everett, Wash., based Port Security Unit (PSU) 313 arrived at Seattle-Tacoma International Airport to a standing ovation from airline passengers who were waiting for their flights at the airport gates Aug. 13. PSU members made their way through the terminal to their families, who were eagerly cheering their return inside the airport's atrium.

"As soon as you get around the corner [to see your family], you're just a ball of emotions," said Petty Officer 1st Class Michael McQuade, a boatswain's mate at PSU 313. "No matter how big and tough you are, this is all that matters."

This joyous homecoming was preceded by a six-month deployment to the Middle East in support of Operation New Dawn and Operation Enduring Freedom. During the deployment, PSU 313 personnel provided landward and seaward security at strategic port locations around the North Arabian Gulf ensuring the free flow of personnel, equipment and commerce in the region.

The Coast Guard is the recognized leader in port security at home and overseas. Overseas missions are performed primarily by PSUs, self-contained units staffed mostly by reservists. PSUs are just one way the Coast Guard adds measurable value to larger national security strategy goals, and their capabilities are an extraordinary force multiplier.

"I am extremely proud of the men and women under my command during this highly successful deployment," said Cmdr. James B. Andrews, commanding officer of PSU 313. "They performed their duties with the utmost professionalism and devotion to duty."

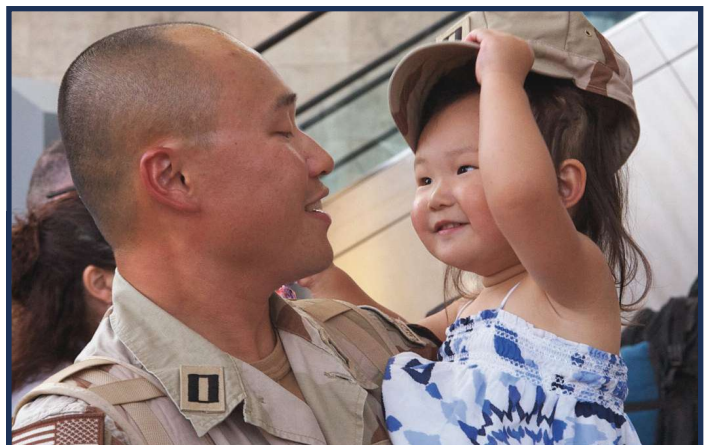
PSU 313 operated and conducted joint training with the Navy's Maritime Expeditionary Squadron 3 as part of Combined Task Group (CTG) 56.5, under the Naval Expeditionary Combat Command. As part of CTG 56.5, PSU 313 worked alongside Navy's Maritime Expeditionary Security Squadrons, as well as elements from the U.S. Army's Surface Deployment and Distribution Command and Military Sealift Command to provide harbor defense and security to ports, seaward approaches and waterways

within U.S. Central Command's area of responsibility.

The deployed Coast Guard men and women provided escort and static waterside security for more than 100 naval vessels and other designated high-value assets. They also participated in real-world evolutions and exercises with the Kuwaiti navy, U.S. Marine Corps and U.S. Navy counterparts building on partner capacity and strengthening our capabilities to integrate as coalition partners.

"Our seamless integration and work with our Navy counterparts enabled us to conduct this joint service mission," Andrews said. "On a personal level I am grateful for the friendships that were forged on this deployment, as well as the constant support of our friends and family back home."

**Story and photos by  
PA2 Michael Anderson**



Lt. Meng-Tien Lin, a member of Port Security Unit (PSU) 313 from Everett, Wash., holds his daughter after returning home from an extended deployment to the Middle East, Aug. 13. While deployed, PSU 313 members provided harbor defense and security to ports and waterways within U.S. Central Command's AOR.





## Enlisted Reserve Leaders Unite

MCPO-CGRF Mark Allen (far right) meets with his DoD counterparts on the Reserve Forces Senior Enlisted Advisory Council (SEAC), June 15. The members include: (left to right) CSM Richard Burch, ARNG; MGySgt Will Mahoney, USMC; CMSgt Dwight Badgett, USAFR; (outgoing) FORCM Ronney Wright, USNR; CSM John Gipe, OSD-RA (SEAC Chairman); Sgt Maj Kim Davis, USMCR; CSM Michael Schultz, USAR; CMSgt Dalton, ANG; and (inbound) FORCM Chris Wheeler, USNR.

Photo by PA1 Judy L. Silverstein

## PSU 309 Worth Their Weight in Gold

In April 2011, Port Security Unit (PSU) 309 traveled from Port Clinton, Ohio, to the iconic Fort Knox military installation in Kentucky to conduct annual Active Duty for Training (ADT). Members participated in a variety of training evolutions, encompassing the entire spectrum of PSU's mission. Named for the first Secretary of War, Fort Knox was officially established in 1918. Fort Knox is notable not only for being the home of the U.S. Gold Depository, but also of the General Patton Museum. Upon entering Fort Knox, junior member SN Mike Kennedy, marveled at the history that enshrines the base.

"I have heard so much about Fort Knox, now I finally get a chance to see it and actually train on the base," he said.

During the ADT evolution, all elements of PSU 309 trained together, sharpening their skills on land and water. ME1 Richard Shaffer, a Marine Corps veteran who has deployed with both the Coast Guard and the Marines, was highly enthusiastic when asked about the training the Landside Division accomplished.

"We started our ADT with a team-building obstacle course to create group cohesion that would carry us throughout the two weeks," said Shaffer.

The Military Operations on Urban Terrain (MOUT) training course was a highly anticipated event that included real-world scenarios with automated and moving targets. Sound effects, like the bustling sounds of an open market, the staccato of gunfire and the roar of IEDs, created the aura of reality in the streets. MOUT training simulated courses in fields, streets, and houses to present the security team with different types of challenges.

The culminating exercise that required joint participation with the Weapons Division was the Combined Arms Exercise, which utilized .50 caliber and M240 crew-served weapons in low light environments. This event required the use of flares to silhouette targets and cars.

"Fort Knox is an ideal setting for our purposes and provided the unit with training that was both exhilarating and top notch," said Shaffer.

The Waterside (Boat) Division had to tackle weapons qualifications in addition to several underway operations on the Salt River, located within the Fort Knox training grounds.

"We staged targets along the banks of the river. These targets included life-sized potential combatants exposed or hidden," said BM2 Steven Demboske. "This is unique in that it's more realistic and better mimics the real-life possibilities that a security force may encounter. It was great having the entire boat division together and working to better prepare ourselves as a unit for any exigency."

For a portion of the training, the Waterside (Boat) Division and Engineering Department worked together at the Rough River Dam State Park, Ky. With boats underway and engineers conducting maintenance, there were many opportunities for everyone to train.



Members of PSU 309 perform weapon qualifications on the Salt River, located within the Fort Knox training grounds.

Photo by Chuck Bauman

The Engineering Department was responsible for safely transporting the unit's Transportable Port Security Boats (TPSBs) and associated equipment to and from Fort Knox via Port Clinton. During the robust training evolution, the unit's engineers provided timely boat and vehicle maintenance support in simulated field conditions. The Engineering Department also coordinated with the Communications Division to facilitate several communications enhancements for the entire unit, all the better to conduct the exercise.

"The resources made available to us proved invaluable in our quest to maintain the unit's readiness for deployment, said PSU 309 Commanding Officer Gerald Nauert, a 22-year veteran of the Coast Guard who hails from Louisville, Ky. "The planning and execution were remarkable and resulted in solid group cohesion that will only make us stronger as a unit. Despite the unpredictable weather, I'm proud of the way our unit performed and the strides that were made."

Port Security Unit 309 maintained a high level of discipline and flexibility, changing as conditions dictated. In the end, all divisions and departments received excellent training and are now better prepared to serve the Coast Guard and the American people at a moment's notice. They continue to live PSU 309's motto: *Facta Non Verba*—Deeds Not Words.

Story by

BM3 Paul Dragin, ME3 Alex Strobehn & Lt. Sean Brady



## Philly's Title 10 Team Leads From the Front

A little more than a year ago, eight men were called to relinquish their civilian lives and set out to commence a full-time mission that they usually execute on a part-time basis. These eight men accepted a solicitation from the Coast Guard to be part of Station Philadelphia as Title 10 reservists.

Title 10 is an order to active duty other than during war or national emergency for Selected Reserve (SELRES) and certain Individual Ready Reserve (IRR) members. According to Petty Officer 1st Class Alano Demurguiondo, a Title 10 reservist at Coast Guard Station Philadelphia, reservists supplemented active duty personnel at the station and helped support their roles in port security, including escorts of high interest vessels, military out-loads, president, vice president and first lady security operations, search and rescue, law enforcement, and training.

While supporting these roles, the station's active duty crew, during a period of personnel turnover, was able to conduct qualifications and training to get reservists up to speed.

"When we were called to active duty, we started with military out loads and Port Waterways Coastal Security missions so the active duty crew could get their boats in good working order and become fully trained and certified in all aspects of the job as a level one unit," said Chief Petty Officer Robert Mayer, a Title 10 reservist at Coast Guard Station Philadelphia.

Philadelphia and its crewmembers have to operate at the highest PWCS level because of their proximity to a tier one port, one of the nation's top sites for produce, petroleum and the Department of Defense import and export. The ports of Philadelphia and Wilmington, Del., have huge, critical infrastructures, such as bridges, petroleum plants and a nuclear power plant. As a level one unit, the personnel are trained as boat crewmen and coxswains, tactical boat crewmen and tactical coxswain, and boarding officers and boarding team members.

"We have put forth a significant amount of work and training to get the station to that point," said Mayer. "[Reservists] bring years of experience and qualifications to the table that a new recruit from boot camp would not be able to bring. It was good having the support of the active duty command as well. They gave us the reigns to do our missions. It's a trusted relationship."

The combined experience and knowledge reservists have added to the team has helped the station complete two Ready For Operations drills, which demonstrate that the station is properly trained, qualified, certified and outfitted so the personnel assigned to the unit can execute all assigned Coast



(Left to right) BMC Robert Mayer, BM3 Brian Nafe and BM1 Alano Demurguiondo, Title 10 reservists at Coast Guard Station Philadelphia, conduct a Green, Amber, Red (GAR) model before completing a patrol of the Delaware River July 1. A GAR model addresses general risk concerns involving operations.

Guard missions safely and effectively. They have also contributed to a successful standardization team visit, which resulted in the station receiving the 2010 Sumner I. Kimball Readiness Award. This award is presented to units that demonstrate excellence in crew proficiency, boat and equipment conditions, and overall operational readiness.

"We have helped improve overall test scores and underway evaluations and training. It has also given us, as reservists, opportunities we would not have been able to accomplish one weekend a month and two weeks a year," said Petty Officer 2nd Class Matthew Cole, a Title 10 reservist at Coast Guard Station Philadelphia.

Since taking Title 10 orders, all of the reservists have become fully qualified at the station, four have advanced and one has been selected as the Enlisted Reserve Person of the Year for Coast Guard Sector Delaware Bay in Philadelphia.

"It was a good opportunity for us to quickly get qualifications, gain experience and bridge the gap between the reserve and active duty members," said Petty Officer 3rd Class Jim O'Malley, a Title 10 reservist at Coast Guard Station Philadelphia.

Also, during their time at the station, reservists conducted approximately 130 escorts of high-interest vessels, 247 patrols of the Delaware River and surrounding critical infrastructure and other special operations that resulted in approximately 5,451 underway hours. These statistics are high because the minimum requirement for underway hours is 40 hours per six month cycle, 10 of them being at night.

Some of these special operations consisted of being first responders to the 2010 Philadelphia duck boat accident, security zone operations at the Philadelphia Red Bull Flugtag, the Dave Matthews Band Caravan concert and Fourth of July fireworks. They escorted the Coast Guard Cutter Eagle while in port in Philadelphia, performed multi-agency security



operations, military out loads, battleship New Jersey community service, Operation Dry Water and Operation Patriot Guard.

"This has been challenging," said Chief Petty Officer Ian Bucs, a Title 10 reservist at Coast Guard Station Philadelphia. "We have definitely worked hard over these last 18 months. The whole station has worked hard."

In additions to the mission and training, these reservists have become a part of the crew as a whole.

"We have gotten to know a great bunch of guys," said Demurguiondo. "I am disappointed the job is coming to an end and we are all going our separate ways."

The Title 10 team will be released from active duty Aug. 31. Most of them will be folding back into Station Philadelphia's Reserve component, helping to improve the Reserve capability. A few of the members will be taking orders to a small boat station in Virginia.

"Our Title 10 personnel have been a godsend," said Chief Petty Officer Chad Lawler, the officer in charge of Coast Guard Station Philadelphia. "Although they were activated to conduct military out loads, they took ownership of our PWCS mission, providing a bridge for the unit, allowing our active duty to certify as tactical boat coxswains and tactical boat crewmen."

"Before our Title 10 folks, we had only two fully certified tactical boat crews. Since the Title 10 were able to conduct the PWCS mission, without active duty assistance, this provided the dedicated time to focus on building more tactical boat crews on the active duty side. We now have six fully certified tactical boat crews. Without the efforts of the Title 10, the unit would have been underwater and not able to fulfill our PWCS obligations," he added. "I can truly say, without our Title 10 boys, Station Philadelphia would not be operating at the high level that it is today!"

**Story and photos by PA2 Crystalynn A. Kneen**



BM2 Matthew Cole, a Title 10 reservist at Coast Guard Station Philadelphia, patrols the Delaware River as the 240-gunner July 13. As a Title 10 reservist at the station, Cole advanced to 2nd class and was selected as the Enlisted Reserve Person of the Year at Coast Guard Sector Delaware Bay in Philadelphia.

## NERA's DEPOT Awards Honor 9/11 Heroes

Direct Entry Petty Officer Training Course (DEPOT) Class 04-11 graduated from Coast Guard Training Center Cape May, July 1, and two of its outstanding performers were recognized with plaques sponsored by the Naval Enlisted Reserve Association (NERA). NERA's president SKCS (AW) Nick Marine, USN (Ret.), and vice president ABHSC Gene Koelker, USNR (Ret.), presented the awards. The awards are named in honor of two fallen Coast Guard Reserve heroes, MK1 Jeff Palazzo and PS2 Vinnie Danz.

The Palazzo Award is presented to the DEPOT recruit who graduates with the highest academic average. ME3 Amos Gainey, assigned to Sector Tampa, Fla., was the inaugural award recipient.

MK1 Jeffrey Palazzo was a Coast Guard Station New York reservist. He was also a member of the New York City Fire Department's Rescue 5. MK1 Palazzo was killed while saving others in the World Trade Center. His widow, Lisa, and her children, Nicole, Samantha and Matthew, attended the ceremony and greeted the newest reservists.

The Danz Award is presented to the DEPOT recruit who is recognized by their shipmates for inspirational leadership. SN Brian Rumrill, assigned to Port Security Unit 301 in Cape Cod, Mass., was the inaugural award winner.

PS2 Vinnie Danz served with the New York City Police Department at the World Trade Center in recovery operations when the towers collapsed. He was a police officer in the Special Operations Division, Emergency Services Unit. His remains were not recovered. He had been a member of the Coast Guard Reserve since October 1983 and drilled at Activities New York, which is now Sector New York.

Each award winner receives an individual plaque and his or her name engraved on a perpetual plaque that hangs in the DEPOT classroom. DEPOT is a three-week Recruit Training Program for reservists with no prior military experience, prior service with other branches, or prior service with the Coast Guard that leads to service as a petty officer on the basis of a member's civilian profession, prior military experience, or a combination of the two. The curriculum is based on the Professional Military Education (PME) Performance/Knowledge Requirements for E-2 through E-4.

Two Navy Chief Engineemen, Joe Wasson and Thomas Patten, formed the Naval Enlisted Reserve Association 25 years ago. The Naval Enlisted Reserve Association is the only military and veterans organization representing Enlisted Reserve members of the Navy, Marine Corps and Coast Guard. This includes retirees, Full-Time Support (FTS), drilling reservists and other associate members who support the enlisted sea service reservists.

**Story and photos by  
Navy Enlisted Reserve Association**



Lisa Palazzo and her children, Nicole, Samantha and Matthew, attended the ceremony and assisted in presenting the award.





# Called to Serve

Story and photos  
by Isaac D. Pacheco

**B**oatswain's Mate Second Class Adrien Cheval leads a double life. To see him directing a Coast Guard boat crew on weekends, one might never suspect that the easy spoken 24-year-old spends most of his weekdays behind a desk as a federal government civilian employee.

Cheval, a naturalized citizen, was born in France, and moved to the states when he was just a toddler. He says he joined the Reserve Force to give something back to the nation that welcomed him with open arms. A driven and highly dedicated Guardsman, Cheval views his boat crew as an extended family, and holds their safety as paramount when his team is underway.

"My parents came to the U.S. from France as first generation citizens. All my extended family is back in France. I came over in 1988 when I was two years old, and now I'm actually a U.S. citizen," said Cheval. "It's great because the Coast Guard and the government are willing to hire naturalized citizens to really prove that they like to give people that want to serve the American public a chance."

Cheval begins every mission at Station Washington, a Coast Guard outpost located along the banks of the Potomac near Washington, D.C. The Station ensures the safety and security of boaters on the waterways surrounding the nation's capitol. Active duty members of Coast Guard Station Washington rely on a dedicated group of reservists like Cheval to help them accomplish their important national security and maritime law enforcement duties.

"I'm very proud of the [reservists] here. I think we have a very solid and healthy reserve program," said Lt. Jason Hagen, commanding officer of Station Washington. "We can make up three boat crews, which is oftentimes unheard of at some stations. They're ready to mobilize, they're special, they can go at the drop of a hat, at a moments notice. They can deploy, whether it be intercontinental United States or overseas. The reservists can do that."

In the past year, Coast Guard reservists have mobilized in support of earthquake relief operations in Haiti and oil spill response in the Gulf of Mexico. Coast Guard leaders have repeatedly stressed the importance of strong Reserve force, stressing how vital their mission is to the success of the total force. Former director of Reserve and Leadership Rear Adm. Sandra Stosz says reservists bring with them unique capabilities that help strengthen the entire service.



BM2 Adrien Cheval heads out with fellow reservists for an Area of Responsibility (AOR) patrol from Station Washington, April 9.

"I think it's incredibly important that we continue to recruit the best workforce we can for the Reserve," said Stosz, who recently became the first female superintendent of the Coast Guard Academy. "When those Reservists mobilize and go down to augment the Coast Guard on scene, they should bring to the table not only what the Coast Guard has trained them for in their competency, but also the leadership and management experience from their civilian occupation and life experiences. A lot of times, those skills are what are drawn on and what distinguishes them from their [active duty] Coast Guard peers."

Cheval has distinguished himself from his fellow reservists at Station Washington by constantly striving to stay on the cutting edge of training. He is a fully qualified coxswain and boarding officer, and frequently leads a four-person crew aboard one of the station's 25-foot boats. Cheval's tireless efforts have not gone unnoticed by his command, as he was recently selected to attend a tactical boat crewmember course at the Joint Maritime Training Center in Camp Lejeune, N.C.

"Petty Officer Cheval epitomizes commitment. He sets the example for others to follow," said Hagen. "We all recognize that he serves us part time as reservists do, but Cheval shows up to work everyday with a full-time mentality."





Station Washington reservists and active duty members at Joint Base Bolling conduct a safety meeting before a patrol of the Potomac River, April 9. BM2 Cheval led the team as coxswain during the patrol.

At least one weekend each month, Cheval exchanges his civilian attire for Coast Guard blue and tactical gear. He says he considers it an honor to be able to serve alongside his active duty counterparts, and can't image a better way to spend his weekend than conducting search and rescue operations, enforcing maritime law, and training other reservists.

"Typically I'll come in on a Friday afternoon for drill weekend and I'll get under way either as a coxswain or a boarding officer," said Cheval. "Usually we'll get underway with a specific purpose in mind. Whether it be training law enforcement or ports, waterways, and coastal security, we always get underway with the mindset that we have the tools and the training necessary to save a life."

Cheval and his fellow Reserve team members say they're proud of the role they play in the overall Coast Guard mission: protecting those on the water, protecting the water itself, and protecting the country they love. Station Washington reservists like Adrien Cheval are the heart of the Coast Guard in the heart of the nation. ≈

## Interactive Feature:



Check out Reservist's video interview with BM2 Cheval online at: [www.vimeo.com/23605772](http://www.vimeo.com/23605772)







# 10 YEARS LATER



On the decennial of 9/11, reservists recount that fateful day,  
and how the Coast Guard mission has evolved since.



## Cmdr. Karl Leonard

My memories of 9/11 are just as vivid today as they were ten years ago, and like the Kennedy assassination, moon landing, and shooting of President Reagan, I can recall where I was and what I was doing when it happened.

The 9/11 attacks had a significant impact on my life, as I am sure it did on many others who have a similar background. My father was born and raised in Manhattan and enlisted in the Navy there in 1946. New York was my childhood home. I remember going to Yankee Stadium and watching Yogi Berra, Mickey Mantle, Roger Maris and Whitey Ford. Times Square was always an exciting place, as was the Macy's Thanksgiving Day Parade.

As an adult, I took several trips back to the city, and often went to the top of the World Trade Center to look out of the observation deck windows. Once, I recall being on the rooftop outside and looking at the signature of Philippe Petit, the high-wire artist who walked between the Twin Towers in 1974. I had a cousin who worked in the towers at one time as well. The towers served as my focal point when I was navigating through the city. Whenever I exited a subway, the first thing I did was to look for the towers to orient myself. All of that changed on September 11, 2001.

At the time I was the operations officer for Port Security Unit (PSU) 305 at Ft. Eustis, Va. We were activated the night of the attack and immediately deployed to Ground Zero where we set up a tent city at Fort Wadsworth on Staten Island, which was home to Activities New York. We arrived late in the evening, and I still recall the eerie scene—the glow emanating from the site, which was basked in flames, lights and smoke. It was heart wrenching. Up to that moment, I think I was still in some denial about the attack. But there was no denying it when I sat there just staring at Ground Zero for what seemed like forever. It struck home right then and there. To me it was personal.

One of the oddities I recall about that day was how quiet the city was. Lower Manhattan and even Staten Island were dead silent. At night we could hear the activities at Ground Zero from our tent city. The other oddity was the sky; it was empty. In addition to being cloudless blue, it was void of any planes, any contrails.

If there was a bright spot early on, it was the opportunity to work for the commanding officer of Activities N.Y., Rear Adm. Richard Bennis, who directed the Coast Guard evacuation of Manhattan after 9/11. Many people didn't know that Bennis was waging a war on two fronts. Not only was he leading the charge after 9/11, but he was also fighting his own personal battle against cancer; one he eventually lost in 2003.

Bennis never let his personal battle get in the way of the mission at hand, and provided excellent leadership during those trying times. He provided the steadiness and direction we all needed. PSU 305 quickly readied itself, and by the next morning, had its Transportable Port Security Boats

(TPSBs) in the water providing much needed security on the waterside of Ground Zero.

Many people did not realize the extent to which the Coast Guard was involved in the operations. Not only did the Coast Guard provide security, but also hope. Every morning van loads of Coast Guard Chaplains would leave Activities N.Y. for Ground Zero to encourage the rescue workers, as well as the family members that stood by.

I would occasionally ride in their van on my way to the Office of Emergency Management at Pier 92 where the Coast Guard had an operations center. It afforded me a priceless opportunity to talk to them and see them prepare to support everyone else.

For the most part, vehicular travel was very restricted around Ground Zero, primarily due to accessibility. Because traffic was so difficult, the families of those who were missing assembled every morning at the Family Assistance Center on Pier 94. A limited number of them were allowed to take ferries over to Ground Zero where they waited all day in the hope that their loved ones would be found.

One of the roles PSU 305's TPSBs filled was escorting these ferries. For the most part, I made my way to Pier 92 by catching rides with our TPSB's as they would conduct watch rotations. This is where I experienced probably the most humbling moment of my life. I was on a TPSB that had just finished escorting a ferry to Ground Zero and we were standing by waiting for the group to disembark. As they were disembarking, each of the family members came by, one after another, to thank us for being there for them.

I couldn't believe it. At the absolute worst period in their lives, dealing with such an immense tragedy, having lost a loved one forever, they took the time to thank me for my service. To say I was humbled is an understatement. At the same time it was one of my proudest moments as a member of the Coast Guard.

The Sunday after the attacks was set aside for a special memorial to be held at Yankee Stadium. It was to be attended by numerous VIPs, and intelligence pictures did not paint a pretty



Photo by PAC Brandon Brewer





Photo by PA2 Tom Sperduto

picture for security. What a target of opportunity it presented. Security for this event was a remarkable feat. PSU 305's responsibility was securing the section of the Harlem River that was closest to the west side of the stadium.

It was then that it dawned on me how much the events of 9/11 had really changed things. I could not believe I was patrolling a river in U.S. waters with a weapons-laden boat, protecting Yankee Stadium, a place I used to go to with my father as a kid. It was surreal. The event went off without a hitch and in the end we helped escort Secretary of Transportation Norman Mineta and

Coast Guard Commandant Admiral James Loy to the pier at Newark Airport where Coast Guard One was standing by.

The common theme during the recovery efforts was returning the city to a state of normalcy. After much deliberation, it was decided that the 2011 New York Marathon would go on as planned, which meant our tent city on Fort Wadsworth had to go. In order to make room for the starting point for the runners, we had to clear out. Each of PSU 305's service members left New York touched by the events they had witnessed, and honored to have had the opportunity to make a difference in so many people's lives. ≈

## ===== Capt. Dale Rausch =====

In 2001, I was serving as Chief, Reserve Communications Division, (now Reserve Information and Evaluation Division) at Coast Guard Headquarters. On the morning of September 11, I was escorting Rear Adm. Dennis Sorois, then Director of Reserve and Training, to the annual convening of the Reserve Forces Policy Board (RFPB) Alumni Meeting. The event was held at the Army-Navy Country Club clubhouse in Arlington, Va., about one mile southwest of the Pentagon. The attendees were senior leaders from all of the Armed Forces Reserve components. 9/11 was the second day of the three-day meeting, and the military service secretaries were scheduled to speak and provide an executive level overview of their respective components. Secretary of Transportation Norman Mineta was scheduled to speak on behalf of the Coast Guard Reserve.



Photo by Tafari Brown



Coincidentally, Coast Guard Reservists PSC Gene Beach and BMC Mark Allen (now MCPO-CGRF) had volunteered to provide administrative support for the RFPB meeting. In carrying out their duties they worked alongside members from the other Reserve components.

During the first presentation of the day, news arrived of the attacks on the World Trade Center in New York and it was decided that we adjourn the meeting to allow the participants to return to their home duty stations. I stepped outside to the parking lot behind the clubhouse building to call Secretary Mineta's driver and advised him that the meeting had adjourned. He acknowledged that he had already turned the limo around and was heading back to DOT Headquarters with Secretary Mineta.

As soon as I hung up I heard a loud noise overhead. Suddenly, a large aircraft roared above me, no more than 300 feet off the

ground, heading directly for the Pentagon. When I finally gathered my wits about me, I looked up over the roof of the clubhouse building and saw a pillar of smoke rising in the distance. When I walked back inside, Rear Adm. Sorios joined me and together we climbed up on the clubhouse roof to view the devastation at the Pentagon. I can't really recall whether either of us spoke at that moment, but we both knew that the world had changed.

A short time later we heard other low flying aircraft pass overhead. These were Air Force fighters from Langley Air Force Base that had scrambled in response to the attack on the Pentagon. I detected little surprise or shock among most of the RFPB meeting attendees, almost all of whom were senior military professionals. One Army Reserve Major General stated that it was just a matter of time before such an attack on America occurred. ≈

## BM3 Jack Medina

This year I am excited to see the Coast Guard once again represent our fallen brothers at the Tunnel to Towers run in New York City. Every year I see the Coast Guard out there running and it makes me proud. On 9/11, firefighter Stephen Siller was heading home from the late shift at Squad 1, Park Slope, Brooklyn. He was planning on playing golf with his brothers on that bright, clear day, when his scanner told of the first plane hitting the one of the Twin Towers.

As soon as he heard the news, Siller called his wife Sally to tell her he would be late because he needed to help the people in the tower. He returned to Squad 1 to get his gear, and then headed to the World Trade Center. When Stephen drove his truck to the

Brooklyn Battery Tunnel, it was already closed to traffic. With sixty pounds of gear strapped to his back, he ran through the tunnel, hoping to meet up with other members of Squad 1.

Stephen's life and his heroic death at ground zero when the Towers fell, serve as reminder to us all to live life to the fullest and to spend our time here on earth doing good. This is his legacy.

Family friend, Jay Price, shared his thoughts on Stephen's lasting legacy when he wrote, "Every momentous event, even a tragedy, has its symbolic figures. September 11th was no different; it just had a few more of them. None bigger than Stephen Siller, whose stature only grows with time as New Yorkers and people from around the world follow his footsteps." ≈



Photo by PA2 Tom Spindio



# NEVER FORGOTTEN



LT. CMDR. GILBERT GRANADOS, USCGR (RET.), WAS 51 AND HAD SERVED IN THE COAST GUARD RESERVE FOR 20 YEARS BEFORE HE RETIRED. ON 9/11 HE WAS WORKING AS A RISK AND LOSS CONTROL CONSULTANT FOR THE AON CORPORATION LOCATED IN TWO WORLD TRADE CENTER.



MK1 JEFFREY PALAZZO, USCGR, WAS 33 AND HAD SERVED IN THE COAST GUARD RESERVE FOR 13 YEARS. HE DRILLED AT STATION NEW YORK AND WAS A FIREFIGHTER WITH THE NEW YORK FIRE DEPARTMENT RESCUE UNIT FIVE. HE DIED WHILE RESCUING OTHERS AT THE WORLD TRADE CENTER WHEN THE BUILDING COLLAPSED.



PS2 VINCENT DANZ, USCGR, WAS 38 AND HAD SERVED IN THE COAST GUARD RESERVE FOR 18 YEARS. HE WAS A POLICE OFFICER IN THE SPECIAL OPERATIONS DIVISION, EMERGENCY SERVICES UNIT OF THE NEW YORK POLICE DEPARTMENT. HE DIED WHILE RESPONDING TO THE WORLD TRADE CENTER ATTACK.





Photo by Tech Sgt. Cedric H. Rudisill

## Capt. Frank Mullen

It is not well known that there are Coast Guardsmen in the Pentagon. There are even a couple reserve billets there. One is in the Logistics Directorate (J-4) of the Joint Staff, and it was my privilege to serve there for four and a half years. Now that the former secretary has left the Pentagon, I can discuss my first of many meetings with the Minotaur of that great Labyrinth, the Honorable Donald Rumsfeld.

I reported to the Pentagon in August 2001. When terrorists drove an airplane into the building a month later, I happened to be there. It was only my second drill in this new assignment. At the time I was still unsure how to find my way into my office, but when the plane hit I was required with some urgency to find my way out. Finding the exit that day was my single contribution to national defense.

I was mobilized immediately and spent the next two years on active duty. For the first six months, I stood watch in the National Military Command Center and picked up odd jobs that needed doing but for which better qualified officers were unavailable.

In the spring of 2002, the Logistics Directorate reorganized, and I was made chief of the planning branch. Thus, it happened that nine months later, when Mr. Rumsfeld asked for a briefing on how we proposed to support the forces then preparing for the invasion of Iraq, I was nominated to deliver it.

My staff and I spent the next two weeks drafting and re-drafting slides long into the nights. We delivered the briefing package to Mr. Rumsfeld's office on the evening before I was to present it. It was then that I received a bit of invaluable advice from an Air Force colonel who was responsible for ensuring that the

secretary's briefings and briefers were in proper form. "The secretary likes to eat briefing officers," he told me. "He will challenge you a couple times in the early parts of your presentation, and if you've got answers he'll probably let you finish. But I've seen him chew up a few briefers, so make sure you're ready."

"Make sure you're ready," I mused uncertainly, making my way back through the empty corridors to my office. "Aren't we always ready? Semper Paratus, after all."

On the morning of the great event I was in pre-game reviewing my briefing notes, so I did not welcome the interruption when my telephone rang. It was not to be ignored, however, as it was the Joint Staff Surgeon, Navy Rear Adm. John Mateczun. Mateczun wanted me in his office right away to pass along the latest figures and projections on immunizations for the invasion force. There was considerable concern at the time that the Iraqi regime would use biological weapons to repel the invasion, so there was a heroic effort underway to immunize our personnel against a variety of pathogens. Mateczun spent a half hour explaining the data to me and left me in temporary command of yet more detail for the briefing.

Soon afterward it was my turn to ascend the scaffold, so I went up to the Secretary's briefing room. Witnesses at the execution included the Honorable Paul Wolfowitz, Deputy Secretary of Defense, Gen. Richard Myers, Chairman of the Joint Chiefs of Staff, several of the combatant commanders, plus a variety of other senior officials, including my boss, Navy Vice Adm. Gordon Holder, Joint Staff Director for Logistics.



Mr. Rumsfeld entered the room shortly thereafter and seated himself at the point of a V-shaped conference table. The rest of the attendees arranged themselves along the two arms, and I took a seat at the very end. Within moments a far-away voice that sounded like mine began to speak.

The first few slides went by uneventfully. Then, up came a slide describing in general terms the state of immunizations for the invasion force. As I began the accompanying narration Mr. Rumsfeld interrupted. Squinting at me through his glasses, he said, "You know, when you show me a slide like this, I'd kind of like to see some data."

There was no time to wonder at such amazing good luck. To the slide operator I said, "May I have backup slide 35, please," and there in magnificent detail appeared the data recently supplied by the Joint Staff Surgeon, and which I had inserted at the last minute into the briefing package. "In addition," I recited the words Mateczun had spoken to me barely an hour before, "these data are updated each week. This week's update is due back from the Services this afternoon."

"Be sure I get it," was all Mr. Rumsfeld said.

There was, as predicted, another challenge a short time later. At issue was a matter of obstructionist diplomacy from a European ally that threatened to muddle logistics. A solution had not yet been found, and the absence of one was the weakest parts of the briefing. The slide went up and Mr. Rumsfeld stopped me immediately. He asked for an assessment and what the proposed solutions were. Before I could get out a word, the EUCOM

commander, Marine Corps Gen. James L. Jones, stepped in with the authority that only he could exercise under the circumstances. It remained a problem, he said, but he was giving it his personal attention. He had excellent support from the State Department, he expected the problem to be resolved shortly and he would keep the Secretary informed. That seemed to satisfy Mr. Rumsfeld. With this timely rescue, my admiration for the Marine Corps climbed to new heights.

It was easy after that, the rest of the briefing continuing without interruption. In all it lasted 40 minutes, but there was no sense of relief at the end, for I was in a hurry to start another task. Upon completion of the logistics briefing, I was reassigned from the planning branch to J-4's newly created reserve mobilization division. That division's first product was yet another briefing to Mr. Rumsfeld scheduled only two days later and for which I had again been nominated talking head.

On the eve of this first of many painfully detailed mobilization briefings to the Secretary, Vice Adm. Holder called me to his office. There, I found the admiral with a number of his senior staff. We reviewed the briefing carefully as a group. Afterward, Holder turned to me and asked, "You ready?"

Perhaps it was the late hour, perhaps it was the strain of the previous couple of weeks, but in a fit of candor I answered, "No sir, not yet."

"Well, you will be," he said with a reassuring smile, "Semper Paratus, after all." ≈





# Yellow Ribbon Events Support Coast Guard Families



Adm. Bob Papp speaks at a Coast Guard Yellow Ribbon Program breakfast in Seattle May 26. The Yellow Ribbon Program supports military families before, during and after overseas deployments.

A Yellow Ribbon Reintegration Program (YRRP) redeployment event was held at the Embassy Suites Hotel Busch Gardens, May 21, for Port Security Unit 307 members as well as their families and friends. Rear Adm. John Welch, his wife Jana, and Capt. Mark Hemann from the DOG attended the event, which helped prepare the group for the challenges associated with PSU 307's upcoming deployment.

"The event was an outstanding display of taking care of our shipmates, and was individually tailored for both single and married members (two groups), along with those supporting the deployed members," said Rear Adm. Welch. Coast Guard participation in this event is essential and many that have previously deployed expressed the desire to have had this support during their deployments."

Spouses, parents and children of all ages were greeted with breakout sessions pertaining to their specific situations, while younger children were entertained by a professional childcare group. While the unit is deployed, the Yellow Ribbon Program will conduct a "during deployment" event for the families and friends to help them cope with separation from their loved ones.

"I truly believe our troops and their families enjoyed all that was offered," said PSU 307 MKCS Jeff Christensen. "I know my guys will be spreading the word about this great program to our deployable troops. I've already asked my wife to pencil-in the mid-deployment event."

One such YRRP event was held at the Bell Harbor International Conference Center in Seattle, May 26, for the family and friends of Port Security Unit 313 members, who were deployed at the time.

In addition to presenting helpful resources and tools to navigate challenges they faced while their loved ones were deployed, the event was special because Coast Guard Commandant Adm. Bob Papp, his wife Linda, and MCPO-CGRF Mark Allen took time out of their schedule to attend a breakfast with the participants and to offer some encouraging words.

In the continued spirit of "Year of the Coast Guard Family," both the Commandant and Mrs. Papp met with the families. They expressed their personal thanks for the sacrifices the families and service members were making, and asked them how leadership could provide assistance.

"I was rather shocked when I was seated at the table with the Commandant," said retired Reservist PSS4 Steven Strehle. "In my 27 years of service, I had never even spoken with a flag officer. Seeing him play with my granddaughter, and posing for pictures with the family members of the unit, brought me a new perspective. We have always spoken about the Coast Guard as a family. I truly believe that, even more now than ever before."

With the recent return of their loved ones, the friends and family members of PSU 313 can look forward to a post deployment Yellow Ribbon event that will help them with reintegration, the most stressful phase of a deployment cycle. The Coast Guard Yellow Ribbon Program is currently working with the unit to identify a venue for the event this Fall. To see more photos from the event, visit the YRRP Web site at [www.uscg.mil/reserve/yellow\\_ribbon\\_uce.asp#photos](http://www.uscg.mil/reserve/yellow_ribbon_uce.asp#photos).

**Story by Cmdr. Karl S. Leonard**  
**Photos by PA2 Patrick Kelley**



Adm. Bob Papp spends some time with PSU 313's Ombudsman Lynette Fuge, wife of MK1 Thomas Fuge, their daughter and her father, PSS4 Steven Strehle, USCGR (Ret.).



Above: Linda Papp addresses the family members of PSU 313.

Right: Cmdr. Karl Leonard, Director of the Coast Guard Yellow Ribbon Program, addresses the family members of PSU 313.

Bottom: Adm. Papp speaks with Mrs. Wienker, wife of Lt. j.g. Flynn Wienker, ME1 Angela Lemas and Mrs. Heavey, mother of BM3 Heavey and wife of YNCS Thomas Heavey.



**U.S. Coast Guard  
Yellow Ribbon Program**

*"For those who serve, and those who support"*



# Service & Support

## Centralized Service Desk Modernizes IT Support

From smartphones to tablets, technology is changing and the Coast Guard is changing with it. A major shift is coming in the way the Coast Guard supports its Information Technology (IT) infrastructure. Beginning Oct. 3, District ESU Service Desks are being consolidated into one 24-hour Centralized Service Desk (CSD) in St. Louis, Mo.

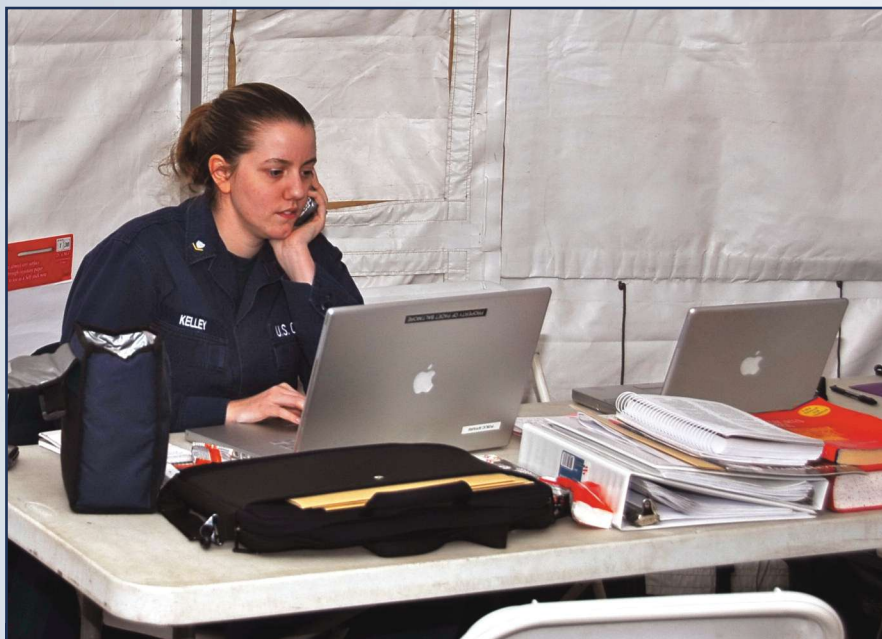
Reservists will be able to resolve IT issues immediately by having access to the CSD outside of normal working hours and on weekends. Local technicians will still perform hands-on fixes, but all requests and customer service will be centrally managed out of the CSD. Users need only call the CSD's global, 24/7, toll-free phone number (1-855-CGFIXIT) for assistance. The CSD will also have a state-of-the-art customer call system, a new and much more capable trouble ticket management system, and a professionally trained customer service staff to serve all users.

"The CSD is a necessary step towards addressing new challenges that require us to organize more efficiently and manage our business practices more effectively," said Capt. John Gallagher, program manager for the Centralized Service Desk initiative. "We are excited about what this transition will offer to end users. It will provide a one-stop location to report incidents or request assistance for all C4IT systems, 24/7. For Coast Guard Reservists, it will more quickly address their IT needs, and they'll no longer have to wait until Monday morning to do something as simple as reset a password."

As a result of a parallel effort, the Coast Guard Operations Systems Center (OSC) will soon upgrade the CGHelp ticketing system on standard workstations to a new software package. The new system, CGFIXIT, will be the preferred USCG method to request support for IT issues.

CGFIXIT will provide Coast Guard users with a simple, easy-to-use tool for submitting trouble tickets or requesting service. The new system will also allow support technicians to better manage tickets and deliver high quality service in line with industry best practices.

Centralizing Coast Guard IT/ET services is another cornerstone of continuing modernization efforts, with a goal of streamlining processes, improving service response times and supporting Coast Guard missions. This effort also aligns the Coast Guard with industry best practices and enables significant improvement to the customer service experience by following an international IT best-practice service framework called the



CGFIXIT, the new IT trouble ticket management system of the Centralized Service Desk (CSD), will provide a one-stop location for all CG IT systems 24-hours a day, seven days a week, year round.

Photo by Joseph P. Cirone, USCGAUX

Information Technology Infrastructure Library (ITIL). This process is rapidly growing in popularity around the world and is used by Hewlett-Packard, Dell, and IBM to serve their customers.

ITIL provides guidance for creating and operating a Service Desk that provides a continuous feedback loop between IT strategy, systems developed and deployed, end users, and the IT service community. Aligning with ITIL allows the C4IT SC to analyze an incident, find the root cause, and fix it.

Construction is presently underway in St. Louis to transform the ESU into the CSD,

with new networks, workstations and phone systems being installed. This transition will significantly change Cmdr. Cornell Perry's responsibilities. Perry served as the previous St. Louis ESU commanding officer, and recently became the first CSD Branch Chief.

"Centralizing all of our ESUs plays a critical role in ensuring reliability, availability and continuity of IT services, even during natural disasters or major Coast Guard operations, such as Deepwater Horizon," said Perry. "The CSD will be at the forefront of technology, leveraging a state of the art facility, an updated suite of tools in addition to a VOIP (voice over internet protocol) telephone system, which is the foundation for the future transition of the entire Coast Guard to an advanced phone system. For the first time, the Coast Guard is looking at IT end users as customers that require the same level of service that the private industry provides."

The combination of new technologies and the 24/7/365 schedule allows the Coast Guard to maintain a higher level of preparedness, as well as a better quality service for everyday requests. In addition, the CSD provides considerable savings to the Coast Guard annually, an important factor in an era of shrinking budgets. Leveraging Modernization's centralized aspects fully, the C4IT SC will deliver significantly improved service with better tools, improving not only daily IT service delivery but also greater preparedness for disasters and other incidents of national importance. The Centralized Service Desk is a foundational element in the C4IT Service Center's continued focus on processes, standards and configuration management.

**Story by Rory Jansen**

**Ed's Note:** Products by Apple, Inc., are not yet supported by the USCG or CGFIXIT.



# Director of Operational Logistics – Reserve Force Readiness Division

As announced in ALCOAST 568/10 (SITREP One: Steady the Service – Mission Support), DOL will deliver mission support logistics during steady state and contingency operations and for planned events of national significance.

Coast Guard leadership identified a critical need to ensure readiness and remaining service wide gaps of all Deputy Commandant for Mission Support (DCMS), Selected Reserve (SELRES) were adequately addressed. As a result, DOL-31 will be the Reserve Force Readiness System (RFRS) staff solely dedicated to supporting SELRES assigned to the DCMS organization, including SELRES members assigned to Coast Guard Headquarters and Force Readiness Command (FORCECOM) elements.

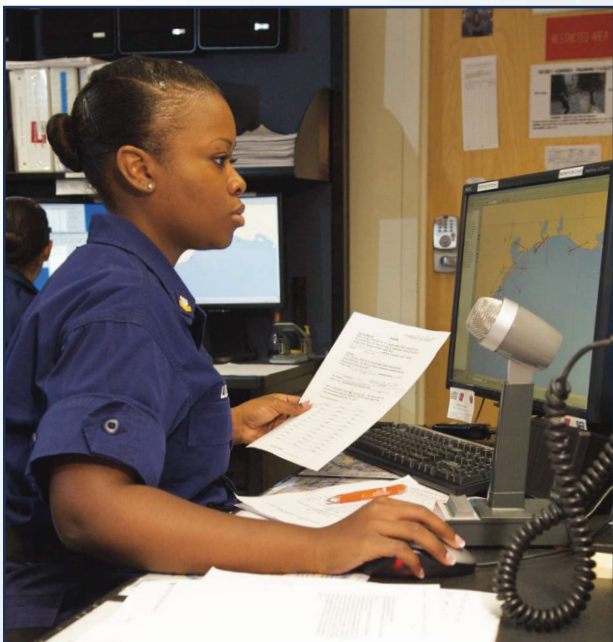
During the summer of 2011, DOL-31 will stand-up and assume responsibility and programmatic oversight for all DCMS SELRES. At Initial Operating Capability (IOC), the DOL-31 staff will consist of the following active duty positions:

- One commander (detached duty Alameda for one year, with a position shift to Norfolk, Va., in AY12)
- One lieutenant (assigned to Norfolk, Va., in AY11)
- One third class storekeeper (detached duty Alameda for one year, with a position shift to Norfolk, Va., in AY12)

DOL-31 will be the reserve touch-point (advocate) for all DCMS SELRES assigned to one of the 13 Phase I Bases, FORCECOM, or to Coast Guard Headquarters (CGHQ).

The dynamic nature of the mission support and operational communities requires identifying some of the high level responsibilities. Some key DOL-31 responsibilities include:

- Serving as subject matter expert and primary liaison between DOL and the Base Command Cadre on reserve issues, ensuring standardization of billets and positions
- Monitoring readiness metrics, and advising DCMS units on the status and assisting them in improving the readiness of a part-time workforce



This summer, the Reserve Force Readiness Division (DOL-31) will stand-up and assume responsibility and programmatic oversight for all DCMS SELRES.

Photo by PA1 CC Clayton



- Monitoring and proactively engage bases to ensure the assignment of competencies, training for competency attainment, and overall readiness of Mission Support SELRES
- Direct timely submission of Individual Training Plans (ITP) from DCMS units.
- DOL-31 is the advocate for SELRES assigned to DCMS
- DOL-31 is an additional resource and extra layer of support for Bases, FORCECOM, and CGHQ regarding SELRES
- Advising DCMS units on reserve unique laws, policies, processes and procedures, including the reserve awards programs and submission requirements

As the workforce capacity grows, more of the RFRS support roles will transition from District (dxx) to DOL-31. In the interim, DOL-31 and District (dxx) staffs will work together to ensure DCMS SELRES are properly managed.

Until DOL-31 attains Full Operating Capability (FOC) and optimal staffing, District (dxx) staffs will continue to provide/coordinate the following services for all DCMS SELRES:

- Reserve IDT berthing
- Generating/Processing Direct Access Orders
- AFC-90 funds management

The bases will be primarily responsible for managing some of the more fundamental, but arguably more critical tasks, like:

- General administrative management
- Embracing the total workforce concept
- Leveraging "part-time" (SELRES) workforce for augmentation and training in order to achieve and maintain mobilization readiness

You can track the progress of Mission Support Version 2.0, and learn more about DCMS and its organizational makeup, read "The DCMS Mission Support Handbook," and much more on the CG Portal DCMS Unit Page:

<https://cgportal.uscg.mil/delivery/Satellite/DCMS>, and at: <http://www.uscg.mil/missionsupport>. Additional progress and Mission Support related information will also be released in future SITREPS.

*By Cmdr. Andy Sheffield  
Chief, Reserve Standardization Branch*



# BEAUFORT SCALE


Wind speed estimation and sea state awareness are important mariner responsibilities, as sea states can have a significant impact upon sea-going vessels. Course changes, leeway, dead reckoning, engine speeds and even rudder angles are all affected by wind and sea.

<b>FORCE</b> <b>0</b>	<b>SPEED</b> 0 mph 0 knots	Sea	Sea like a mirror.
		Land	Smoke rises vertically.




"CALM"

<b>FORCE</b> <b>1</b>	<b>SPEED</b> 1-3 mph 1-3 knots	Sea	Ripple with the appearance of scales are formed, but without foam crests.
		Land	Direction of wind shown by smoke but not by wind vanes.




"LIGHT AIR"

<b>FORCE</b> <b>4</b>	<b>SPEED</b> 13-18 mph 11-16 knots	Sea	Small waves with breaking crests. Fairly frequent whitecaps.
		Land	Dust and loose paper raised. Small branches begin to move.




"MODERATE BREEZE"

<b>FORCE</b> <b>5</b>	<b>SPEED</b> 19-24 mph 17-21 knots	Sea	Moderate waves of some length. Many whitecaps. Slight spray.
		Land	Branches of a moderate size move. Small trees in leaf begin to sway.




"FRESH BREEZE"

<b>FORCE</b> <b>8</b>	<b>SPEED</b> 39-46 mph 34-40 knots	Sea	Moderately high waves with breaking crests forming spindrift.
		Land	Some twigs broken from trees. Cars veer. Progress on foot is impeded.



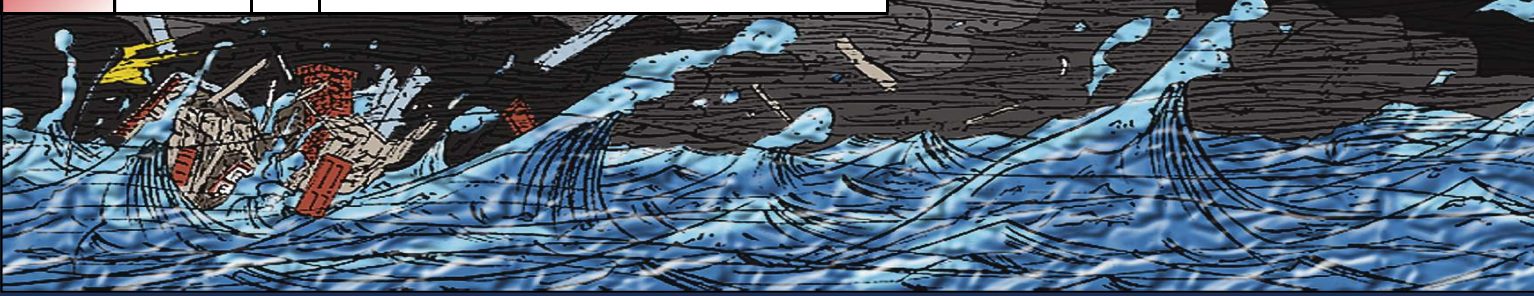
"GALE"

<b>FORCE</b> <b>9</b>	<b>SPEED</b> 47-54 mph 41-47 knots	Sea	High waves. Wave crests begin to tumble and roll over.
		Land	Slight structural damage occurs. Some small trees blow over.



"STRONG GALE"

<b>FORCE</b> <b>12</b>	<b>SPEED</b> > 72 mph > 63 knots	Sea	Huge waves. Sea is white with foam and spray. Air is filled with driving spray, greatly reducing visibility.
		Land	Countryside is devastated.






# Seamanship


Drawings courtesy of Nick Dragotta, Howtoons.com  
Color by Chris Rose

<b>FORCE</b> <b>2</b>	<b>SPEED</b> 4-7 mph 4-6 knots	Sea	Small wavelets. Crests of glassy appearance that do not break.
		Land	Wind felt on exposed skin; leaves rustle and wind vanes begin to move.




"LIGHT BREEZE"

<b>FORCE</b> <b>3</b>	<b>SPEED</b> 8-12 mph 7-10 knots	Sea	Large wavelets. Crests begin to break; scattered whitecaps
		Land	Leaves and small twigs constantly moving, light flags extended.




"GENTLE BREEZE"

<b>FORCE</b> <b>6</b>	<b>SPEED</b> 25-31 mph 22-27 knots	Sea	Long waves begin to form. White foam crests are very frequent.
		Land	Large branches in motion; garbage cans tip over; umbrella use difficult.




"STRONG BREEZE"

<b>FORCE</b> <b>7</b>	<b>SPEED</b> 32-38 mph 28-33 knots	Sea	Sea heaps up and wave foam is blown in streaks with the wind.
		Land	Whole trees in motion. Effort needed to walk against the wind.




"NEAR GALE"

<b>FORCE</b> <b>10</b>	<b>SPEED</b> 55-63 mph 48-55 knots	Sea	Very high waves. Surface of the sea takes a white appearance.
		Land	Trees are broken off or uprooted, shingles peel off roofs.



"STORM"

<b>FORCE</b> <b>11</b>	<b>SPEED</b> 64-72 mph 56-63 knots	Sea	Exceptionally high waves. The sea is covered with long patches of foam.
		Land	Very rare on land. Widespread damage to structures and landscape.







"VIOLENT STORM"



"HURRICANE"

## STORM WARNING FLAGS

Small Craft Advisory	Gale Warning	Tropical Storm Warning	Hurricane Warning
			

In the U.S., winds of force 6 or 7 result in a small craft advisory. Force 8 or 9 winds bring about a gale warning, force 10 or 11 a storm warning. Force 12 signifies hurricane force winds, and corresponding warning.



# Bulletin Board



## Faces of Homeland Security Honors Front Line Heroes

One of the most gratifying parts of my job is meeting DHS employees who are dedicated to ensuring the safety and security of communities across the country. People are often surprised to learn that almost 90 percent of the men and women of DHS are not located in the Washington, D.C. area, but actually work in all 50 states and in 75 countries around the world.

Recently, we launched Faces of Homeland Security: Heroes on the Front Lines to tell the stories of some of your extraordinary colleagues who have gone above and beyond to prevent terrorism, secure our borders, enforce our immigration laws, safeguard cyberspace, and prepare for, respond to, and recover from disasters.

These stories are just a few examples of the work that all of you do every day to keep our communities secure. I am grateful for your dedication and hard work to make America safer, more resilient, and stronger than ever.

As we often say, DHS isn't the team; we are part of the team. In addition to the stories of your colleagues, we are also spotlighting examples of our remarkable partners who are out on the front lines with us every day.

We will continue to highlight DHS employees and our partners on the front lines in the months ahead. If you wish to nominate a colleague who has gone above and beyond the call of duty or recognize a partner organization, please email [FHSInitiative@hq.dhs.gov](mailto:FHSInitiative@hq.dhs.gov) with the individual or organization's name and a brief description of why you think they should be highlighted as part of Faces of Homeland Security: Heroes on the Front Lines.

**Janet Napolitano**  
Secretary of Homeland Security



Thirteenth District Chief of Staff Capt. Anne Ewalt presents MST2 Melanie Quintana with a certificate recognizing her as D13's Reserve Enlisted Person of the Year, March 18.

Photo courtesy of OSCM Carrie Winningham

Reservists from Sector Corpus Christi, Texas, (Left to right) Lt. Cmdr. Fernando Gutierrez, Lt. Michael Starnes, Lt. Derek Perry, and Lt. Ian Bartonicek break for a group picture during the San Antonio G-Man Golf Shootout, May 5. The men participated in the charity golf tournament to raise funds for the FBI Agents Association Memorial College Fund, which provides scholarships to the children of fallen agents.

Photo courtesy of Lt. Michael Starnes







Fifth District Command Master Chief George Williamson administers the oath of reenlistment to (left to right) MKCS Roger Arnold, DC1 Brian Middleton and DC2 Seitzer in front of the Liberty Bell at the Independence Visitor Center in Philadelphia, June 11.

Photo by CMC James Bordell



Lisa Beuchler and BMC Scott Braithwaite pin on Sector Charleston Reservist SKC Steven H. Beuchler's anchors during a promotion ceremony July 1, at the Expeditionary Legal Complex (ELC) Courthouse at Guantanamo Bay Naval Station, Cuba. Beuchler is currently on Title 10 orders attached to MSST Boston (91110) deployed to MARSECDET GTMO Waterside Division.

Photo by BOSN Ty Farrell

### The VA Launches Childcare Pilot Program

Secretary of Veterans Affairs Eric K. Shinseki recently announced the launch of free, drop-in childcare service centers at three VA medical centers to an audience of more than 700 participants attending the Fifth National Summit on Women Veterans' Issues In Washington D.C.

The pilot centers are part of VA's continuing effort to improve access to health care for eligible Veterans, particularly the growing number of women Veterans. Congress established this childcare initiative as part of the Caregivers and Veterans Omnibus Health Services Act of 2010 which was signed by the President in May 2010.

All the pilot childcare centers will be operated onsite by licensed childcare providers. Drop-in services are offered free to Veterans who are eligible for VA care and visiting a facility for an appointment.

In a survey, VA found that nearly a third of Veterans were interested in childcare services and more than 10 percent had to cancel or reschedule VA appointments due to lack of childcare.

This pilot program will benefit both men and women Veterans. Development of the pilot program was facilitated by the Women Veterans Health Strategic Health Care Group, which strives to make positive changes in the provision of care for all women Veterans.

For more information about VA programs and services for women Veterans, please visit: [www.va.gov/womenvet](http://www.va.gov/womenvet) and [www.publichealth.va.gov/womenshealth](http://www.publichealth.va.gov/womenshealth).




## Medals and Awards


 **Defense Superior Service Medal**  
Capt. Jeffrey G. Anderson


 **Meritorious Service Medal**  
Capt. Charles E. Polk III

 **Joint Service Commendation Medal**  
Cmdr. Lane Putala

 **Coast Guard Commendation Medal**  
Capt. Charles E. Polk III  
MECM Joe Bryant

 **Coast Guard Achievement Medal**  
FSCM Michael Rowan

 **Army Achievement Medal**  
MSSD3 Bruce Jones

 **Reserve Good Conduct Medal**  
ME2 Joseph Hay

 **Armed Forces Reserve Medal**  
FSCM Michael Rowan



Rear Adm. Stephen Mehling and Lt. Cmdr. Douglas Lincoln present MSSD3 Bruce Jones with the Army Achievement Medal for his exemplary work with the Department of Defense. Jones is a reservist currently serving as Container Inspection Training and Assistance Team's (CITAT) DOD coordinator.

Photo courtesy of BMCM Bill Cole



Bear McConnell, Director of the Interagency Coordination Directorate, presents Cmdr. Lane Putala with the Joint Service Commendation Medal after a successful tour at the North American Aerospace Defense Command and United States Northern Command located at Peterson Air Force Base, Colo.

Photo by Capt. Kevin J. Old



During a Yellow Ribbon pre-deployment event in preparation for PSU 307's upcoming mission, Rear Admiral John S. Welch, Deputy Area Commander, Mobilization and Reserve Component Affairs (2nd Left), presents the unit's Commanding Officer Cmdr. James B. Wallace with the Coast Guard Meritorious Unit Commendation pennant. The award recognized the unit's deployment to Haiti in support of Operation Unified Response in January, 2010. Also pictured are DOG Deputy Commander Capt. Mark Hemann (far left), PSU 307 Command Master Chief MKCM Scott Huff (2nd right), and DOG CMC MECM Darryl Odom (far right).

Photo courtesy of BMCM Bill Cole

## PPC Launches 'People Taking Care of People' Workshop

The Pay and Personnel Center (PPC) is offering a workshop designed specifically for Reserve members. The topics they intend to cover are based on inquiries and requests for information from Reservists. These topics include: Direct Access and Self Service, Understanding the Reserve Retirement Points Statement, Requesting Reserve Orders (IDT, ADT, ADOS), Understanding & Verifying the Leave and Earnings Statement (LES)/Direct Access View My Paycheck Page, Selected Reserve (SELRES) Enlisted Bonus Programs, Reserve Advancements (SWE/PDE), Release From Active Duty (RELAD), Wage and Tax Statements (IRS - W2), and Travel (Web TPAX).

Our goal is that all who attend will come away with a better understanding of how the Coast Guard's pay and personnel systems function to provide accurate and timely compensation to members of the Reserve component. The Pay and Personnel Center began offering the two day workshop in 2009. To date we have delivered valuable training to 300 members through 29 workshops with a 99% approval rating.

PPC workshops are held in Topeka, Kan. Each workshop has 15 seats. There is no cost to attend PPC hosted workshops other than

travel and per diem costs paid by the benefiting unit. Government quarters and messing are not available. Those interested in attending a workshop should use the quota request from available online at

<http://www.uscg.mil/ppc/docs/classroomrequest.pdf>.

To register to attend one of the PPC hosted workshops, e-mail the completed form to PPC-PF-PD@uscg.mil or fax it to (785) 339-3780. Reserve component members should ensure funding for orders and travel are approved before submitting requests. Chapter 3-C of the Reserve Policy Manual, COMDTINST M1001.28 (series) provides guidance for requesting ADT or ADT-OTD orders for resident training for Reserve component members.

Our workshops are also available for delivery at any unit provided there are space and resources available. We require paid travel for two instructors, a minimum of ten students, and sufficient room and equipment to deliver the best possible experience to those attending. To request our services, please complete the request from at <http://www.uscg.mil/ppc/docs/onsiterequest.pdf>.

For more information please contact Karen.S.Emmot@uscg.mil or call (785) 339-2225.





# Taps



Sector Long Island Sound reservists celebrated the retirement of Cmdr. Tom McClay (left), June 11. McClay became the first flight officer in Coast Guard history when he resigned his commission with the Navy and accepted a direct commission as a USCG lieutenant in 1987. McClay enlisted in the Navy in 1979, and received his commission in 1980 and his wings in 1982 for the Navy E2-B and E2-C platform. His retirement ceremony was moderated by Lt. Mike Sloditskie with Cmdr. William F. Moeller (right) as presiding officer.

Photo by Lt. Cmdr. Dave Milne



During his retirement ceremony, BMC Steven McEvoy presents MECEM Joe Bryant with a shadow box in recognition of his 24-years of service in the Coast Guard Reserve and Marine Corps. He served as the Command Master Chief of PSU 308 has been at the PSU since 1999.

Photo courtesy of Shawn Nesser



During his retirement ceremony, Capt. Jim Montgomery holds his grandson as District 8 Chief of Staff Capt. Pete Troedsson reads a Meritorious Service Medal citation, June 25. Coast Guard Auxiliary National Commodore Jim Vass presided over the atypical event, which was held at the New Orleans BSU. His 43-year career began in July 1968 and Montgomery had the distinction of being the longest tenured member on active duty (as established by date of entry into the service). His Reserve service included 17 years of drilling, 26 years of active duty as an RPA, and six years as a Chief Petty Officer before being commissioned in 1983.

Photo courtesy of Capt. Jim Montgomery

- Capt. Vivian Reece Harned passed away July 17, following a short illness. She was the last surviving member of the Three Angels, which included Vivian, Capt. Jeanne Gleason, and CWO Betty Splaine. They were strong promoters of the Coast Guard and the Coast Guard Reserve.

Harned served in the local Coast Guard reserve units and was a mentor to many, many Washington D.C. area reservists. She was a staunch supporter of the Council Annual Holiday Party, always resplendent in her formal dress uniform.

Harned joined ROA in 1946 and in that time was not only a great supporter of ROA, but also a great leader. She served as president of the D.C. Coast Guard ROA Chapter and served many years on its executive committee.



- Cmdr. David Lloyd Davies, Jr., 90, of Marblehead, Mass., and Ellenton, Fla., died abruptly in his home in Ellenton, Fla., Dec. 31, 2010. Cmdr. Davies attended Johns Hopkins University, graduated from the U.S. Coast Guard Academy Class of 1943, and was a 20-year veteran of the Coast Guard, serving throughout the Pacific theater in World War II, the Korean War, and North Atlantic patrol.

Upon retirement, David received a Master of Arts in Education while teaching mathematics at Valley Regional High School in Deep River. A strong advocate for students of diverse backgrounds, many of whom remember him to this day. Mr. Davies retired from teaching in 1981 after 15 years.

David was the only son of David Oswy Lloyd Davies of Brooklyn, N.Y. and Catherine Amelia Shane of Easton, Md., and beloved grandson of Representative Joseph and Josephine (Lewis) Shane of Easton, Md., and David and Mary Olwen (Lloyd) Davies of Brooklyn, N.Y.

David is survived by his wife of 66 years, Betty "Betsy" Louise Martinson; five adored children and spouses, Lynne (Barbara), David (Jaffa), Robert (Barbara), Jean (Virgil), and Lauris (David); 12 beloved grandchildren; and eight great-grandchildren.

David will be missed by one and all who knew him. He was a gentleman in the purest sense of the word, a trusted friend, and an all around good and kind neighbor. Extending his Coast Guard career into private life, for years during retirement, he was frequently seen, binoculars in hand and life jacket at the ready, on Tinker's Island off the Massachusetts coast ensuring safe boat crossings in heavy seas of friends, fellow islanders, family and their guests.



- Lt. Cmdr. Jack Cole Traub, born in Sacramento, Calif., Dec. 13, 1929, passed away in his hometown July 15. Jack was the only child born to John and Lucy Traub, and is survived by his wife Ann Porten-Traub, ex-wife Diane (LaFortune) Stuart, daughters Julie (Ron) Perry and Susan (Alex) MacDonald. He is also survived by five grandchildren.

Jack served honorably in the United States Coast Guard Reserve, where he rose to the rank of lieutenant commander. He will be missed by all who knew and served with him.



- DCC Clyde William "Bill" Allen, born in Comanche, Texas, July 30, 1923, passed away in Tucson, Ariz., July 8. He was the sixth of ten children born to William Clyde and Mertie Belle Allen. The family moved from Texas in his early years to the foothills of the Chiricahua Mountains near Bowie, Ariz. After Pearl Harbor, he enlisted in the Coast Guard. Bill ultimately retired from the Coast Guard as a Chief Damage Controlman in 1965, and his family returned to Tucson.

Bill is survived by his wife, Wilma, and children, Thad Allen and Wanda Allen-Yearout, as well as six grandchildren and two great-grandchildren. He has two living younger sisters, Edna Buckmaster of Comanche, Texas and Nellie Rice of Hamilton, Texas.





## Saving Paper

Please do not make *Reservist* an all-digital publication. There are some of us that still navigate by compass, and do not have computers.

**MK1 Don Kessel, USCGR (Ret.)**

I am the wife of a Reserve BM3, stationed in Yankeetown, Fla. I would like to thank you for your magazine. It is very informative, and well arranged. I have learned so much about the Coast Guard, its mission, and what so many individuals do that make up its team.

Our five children enjoy browsing through the pictures, especially those of choppers and boats. When their dad was pictured as a graduate from REBI Class 01-09, you graciously sent us extra copies of the magazine so that each of our children could have their own.

Our family has chosen to continue being old fashioned. We do not have Internet, smart phones, or any of the high-tech gadgets that are so popular today. Although you could reason we have the library or friends, my time is limited, so I would not be able to access *Reservist* while surfing the Web.

I would miss this publication if it were to go all-digital, so here is my vote to continue sending hard copies to those who still desire it.

**Melody Herron**

Please do not remove my name from the hard copy mailing list. I realize the push is on to save money and go green, but I do not have a computer and see no point in purchasing one. I enjoy reading hard copy newspapers and magazines and cannot envision doing the same online or with an iPhone.

**CWO4 R.T. Sillars, USCGR (Ret.)**

Where we live, high-speed Internet service is not an option. Dial-up is the game, and it is 36kbps at best. Loading your magazine would not work as it would get timed out. It would likely take a half hour or more to load, as I suspect your pictures are huge in data use. Incoming pictures from friends have to be deleted rather than viewed. A 12-page PDF file will take around 10 minutes to load, so they too are a problem.

**R. Cassioli**

On page 11 (Vol. LVIII, Issue 3), you show *Reservist* displayed on an iPad. Since iPads do not have the Flash application, you could not read the old digital version of the magazine on them. An iPad app for *Reservist* would be much appreciated.

**Cmdr. Richard Cancellier, USCGR (Ret.)**

Going paperless does have its advantages. However, not all retired reservists have computers available to them, nor do all retired reservists have the skills to operate a computer. Sending these members paper copies of *Reservist* would ensure that all members have an equal opportunity to read this fine magazine.

I applaud those shipmates that requested their hard copies be discontinued, but please keep in mind those who do not have the access or capability to use the Web.

**YNC Donald L. Rollings, USCGR (Ret.)**

I have gotten used to reading magazines online, that's how I get the CG/NOAA retirees newsletter. I could save the Coast Guard money by going to a paperless *Reservist* without much trouble. I do still love handling my reading material including books and newspapers, so I would miss the paper magazine format, but lean economic times require everybody to do their part.

I wonder if all your non-Coast Guard readers will choose to use a "pull" method if the contents are not "pushed" to them. Perhaps an email reminder that it's available with an embedded link would mitigate any reluctance to search for each new edition. Keep up the great work! I do appreciate being able to follow the careers of my shipmates and the progress of my service.

**Capt. R.G. Sullivan, USCGR (Ret.)**

Making *Reservist* an all-digital, online distribution system assumes that all retirees have computers. Even though I do have a computer, my wife and I still enjoy and look forward to receiving the hard copy of this great magazine. Dropping reservists from the mailing list should be an option, not a requirement.

**Lt. Cmdr. W.C. Stromstedt, USCGR (Ret.)**

I like receiving my copy of *Reservist* in the mail. I am quite computer savvy, but for some reason I still like reading hard copies of magazines.

*Reservist* sometimes has articles that are particularly interesting to me, and I like to keep them for future reference. If I just printed out a page or two from the online version I know they would somehow get misplaced. Bravo Zulu for the job you do in getting this publication out.

**Lt. Cmdr. Joe Gloss, USCGR (Ret.)**





## Editor's Note:

We received a great deal of feedback concerning our note on the magazine's potential move to an all-digital distribution platform, much of which was positive. However, I did want to give those readers who disagreed with the plan, an opportunity to voice their concerns. We greatly value the members of our audience who have expressed their desire to continue receiving a hard copy version of Reservist Magazine, and we are doing everything in our power to make sure that you will continue to be able to access our magazine's content.

Unfortunately, we are faced with a budget climate that demands we make the most efficient use of our resources and technology. Tough decisions must be made in order to ensure that our operating forces have the tools and funding they need to accomplish their missions. Sometimes that means tightening the proverbial belt, and other times, as is the case with Reservist Magazine, it means looking for creative solutions that will make us even more effective. In order to better understand where we are going, it is important to understand our history.

The Reserve Training (RT) Appropriation (AFC-90) funds Reservist's production for current Selected Reserve (SELRES) personnel, or approximately 8,000 recipients. Over the past 20 years the magazine's distribution list and content have grown beyond this targeted audience, to include retired reservists and a small minority of civilian readers. As the retiree pool has grown, so has the distribution list, as well as the price of production and mailing.

In order to maintain a consistent product, and head off potential cutbacks that would discontinue service to many of our current readers, the magazine staff, in collaboration with our contracted printer, has worked for the past year and a half to develop an Internet-based magazine. In addition to Internet publishing, we are designing this digital magazine to be accessible on smart phones and tablet computers.

By transitioning away from a paper magazine to all-digital, we eliminate the costs associated with hard copy distribution including pre-press, printing, paper, ink, processing and mailing. We also

significantly reduce distribution costs while still providing valuable news and information to every member of our target audience, as well as to the other members of the Coast Guard family and public that have come to rely on our publication. Reservist's transition from a paper magazine to a digital-only format is also in keeping with similar efficiency measures taken by the other Uniformed Services. Starting in FY12, every DoD flagship service publication will only be available as digital versions.

Currently, readers can view the new digital magazine by clicking a link on Reservist's official Coast Guard Web site, [www.uscg.mil/reservist](http://www.uscg.mil/reservist), or by cutting and pasting the URL into any Web browser. It is available in a high-resolution, compressed format that can be accessed by readers with older dial-up Internet connections, as well as by those with newer, high-speed lines. It is available universally through nearly every Internet browser, as well as on Web-connected mobile devices. The application that displays the digital magazine online allows users to browse, share, magnify, and even print individual pages, or the magazine in its entirety.

Our command has authorized continued production of paper copies of the magazine in addition to the digital version through the last issue of 2011, at which point the magazine will transition to all-digital distribution. We are currently working with the Coast Guard Public Affairs office to develop a social media strategy that addresses our need for dynamic, interactive, online communications tools to push the digital magazine to our internal and external stakeholders.

Ultimately, Reservist will remain a high-quality publication that serves the needs of the Coast Guard Reserve while capitalizing on current and emerging technologies to save resources. As an environmentally sustainable and economically sound publication, Reservist will become a model for more efficient and effective publications throughout the government, while continuing to provide the captivating news and features that our readers have come to love.

-IDP



# Parting Shots



A HU-25 Falcon and a MH-60T Jayhawk helicopter from Coast Guard Air Station Cape Cod in Buzzards Bay, Mass., fly over Coast Guard Cutter *Eagle* off the coast of Martha's Vineyard, Mass., July 28.

Photo by PA3 Ann Marie Gorden



SK2 Melissa Galfod practices putting on a "Gumby" survival suit during an abandon ship drill onboard Coast Guard Cutter *Forward* during an Africa Partnership Station (APS) mission May 25.

Photo by  
PA2 Annie R. B. Elis



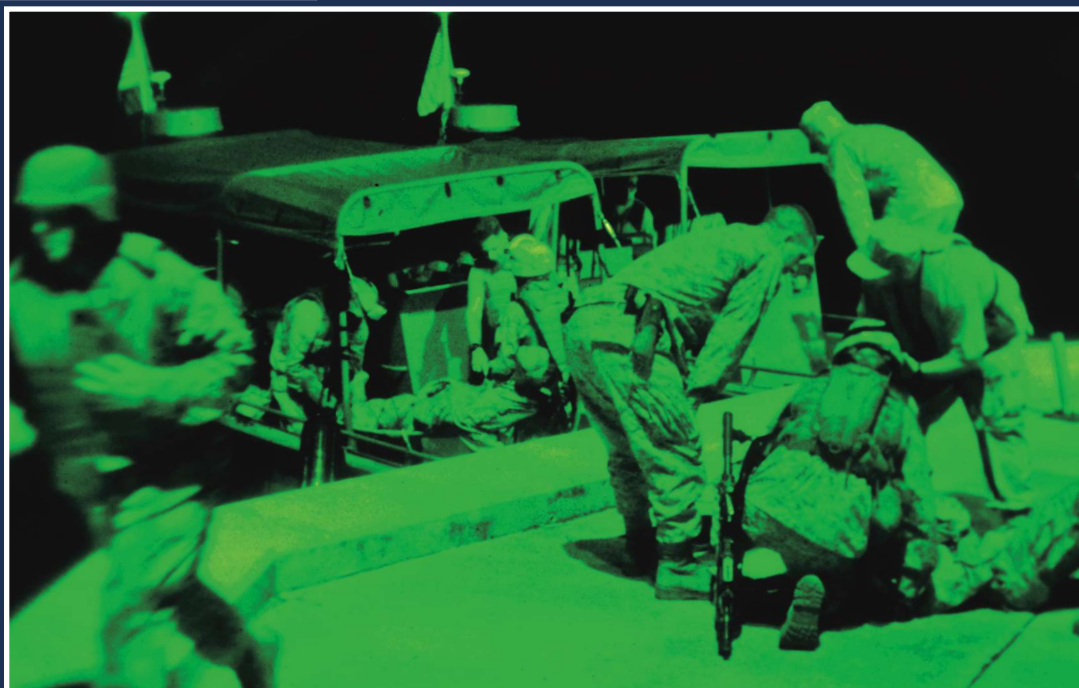


The crew of a Coast Guard Station Canaveral 45-foot Response Boat-Medium patrols off the coast of Kennedy Space Center in Cape Canaveral, Fla. prior to the launch of Space Shuttle Atlantis, July 8. The mission was the 135th and final launch of NASA's 30-year space shuttle program.

Photo by Bryan S. Lilley

Under the cover of darkness, Maritime Safety and Security Team (MSST) 91110 from Boston and a Marine Corps Security Forces (MCSF) Company simulate extracting injured personnel during a casualty evacuation exercise Aug. 17. Both MSST Boston and MCSF provide twenty-four hour security to both the Joint Task Force and Naval Station in Guantanamo Bay, Cuba.

Photo by  
Navy MC2 Kilho Park





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